AMENDMENTS
31 - 188

Draft report
Anna Deparnay-Grunenberg
(PE652.338v01-00)

European Year of Rail (2021)

Proposal for a decision
Amendment 31  
Izaskun Bilbao Barandica  

Proposal for a decision  
Recital 1  

Text proposed by the Commission  

(1) In its Communication of 11 December 2019, the Commission set out a European Green Deal for the European Union and its citizens. The European Green Deal is a new growth strategy that aims to transform the Union into a fair and prosperous society, with a modern, resource-efficient and competitive economy where there are no net emissions of greenhouse gases in 2050 and where economic growth is decoupled from resource use.

Amendment  

(1) In its Communication of 11 December 2019, the Commission set out a European Green Deal for the European Union and its citizens. The European Green Deal is a new smart, sustainable digital growth strategy that aims to transform the Union into a fair and prosperous society, with a modern, resource-efficient and competitive economy where there are no net emissions of greenhouse gases in 2050 and where economic growth is decoupled from resource use.

15 Communication from the Commission to the European Parliament, the European Council, the Council, the European Economic and Social Committee and the Committee of the Regions of 11 December 2019 on the European Green Deal (COM/2019/640 final)

Amendment 32  
Clare Daly, Mick Wallace  

Proposal for a decision  
Recital 1  

Text proposed by the Commission  

(1) In its Communication of 11 December 2019, the Commission set out a European Green Deal for the European Union and its citizens. The European Green Deal is a new growth strategy that aims to transform the Union into a fair and prosperous society, with a modern, resource-efficient and competitive economy where there are no net emissions of greenhouse gases in 2050 and where economic growth is decoupled from resource use.

Amendment  

(1) The European Green Deal is a new growth strategy that aims to transform the Union into a fair and prosperous society, with a modern, resource-efficient and competitive economy where there are no
aims to transform the Union into a fair and prosperous society, with a modern, resource-efficient and competitive economy where there are no net emissions of greenhouse gases in 2050 and where economic growth is decoupled from resource use. The spirit of a Green New Deal, or any manipulation of these words, is to have an ambitious, state-led and publicly funded ecological transition.

15 Communication from the Commission to the European Parliament, the European Council, the Council, the European Economic and Social Committee and the Committee of the Regions of 11 December 2019 on the European Green Deal (COM/2019/640 final)

Amendment 33
Ismail Ertug, Andris Ameriks, Isabel García Muñoz, István Ujhelyi, Vera Tax, Sara Cerdas, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar, Maria Grapini, Johan Danielsson

Proposal for a decision
Recital 1 a (new)

Text proposed by the Commission

Amendment

(1a) The recent experiences during the COVID-19 pandemic demonstrated the importance of rail as being a stable, safe and a more resilient transport mode for freight and passenger transport. This is largely based on the employees who continued working under difficult, dangerous and uncertain conditions to ensure that medical supplies and essential goods are transported across Europe.

Amendment 34
Marco Campomenosi
(3) In its resolution of 15 January 2020\textsuperscript{17}, the European Parliament welcomed the Commission’s communication on ‘The European Green Deal’ and called for the necessary transition to a climate-neutral society by 2050 at the latest.

\textsuperscript{17} European Parliament resolution of 15 January 2020 on the European Green Deal (2019/2956(RSP))

Amendment

(3) In its resolution of 15 January 2020\textsuperscript{17}, the European Parliament welcomed the Commission’s communication on ‘The European Green Deal’ and called for the necessary transition to a climate-neutral society by 2050 at the latest. \textit{In this regard, after the pandemic outbreak of COVID-19, the achievement of climate neutrality has to be balanced with the need to give urgent responses to the economic crisis that Member States are facing.}

\textsuperscript{17} European Parliament resolution of 15 January 2020 on the European Green Deal (2019/2956(RSP))

Or. en
Proposal for a decision
Recital 4

Text proposed by the Commission

(4) In line with the objectives set out in the Commission Communication on the European Green Deal, there is a need to transform the Union economy and to rethink policies, in particular in the field of transport and mobility, which implies accelerating the shift to sustainable and smart mobility. Transport accounts for a quarter of the Union’s greenhouse gas emissions, and still growing. To achieve climate neutrality, a 90% reduction in transport emissions is needed by 2050. Achieving sustainable transport means putting users first and providing them with more affordable, accessible, healthier and cleaner alternatives to their current mobility habits. The European Green Deal implies to accelerate the shift to sustainable and smart mobility to address these challenges. In particular, a substantial part of the 75% of inland freight carried today by road should shift onto rail and inland waterways.

Amendment

(4) In line with the objectives set out in the Commission Communication on the European Green Deal, there is a need to transform the Union economy and to rethink policies, in particular in the field of transport and mobility, which implies accelerating the shift to sustainable and smart mobility. Transport accounts for a quarter of the Union’s greenhouse gas emissions, and still growing. To achieve climate neutrality, a 90% reduction in transport emissions is needed by 2050. Achieving sustainable transport means putting users first and providing them with more affordable, accessible, healthier and cleaner alternatives to their current mobility habits encouraging those already using sustainable transport modes such as walking, cycling and public transport. Achieving sustainable transport means as well putting transport workers first who are essential workers and deliver quality transport services to the benefit of users only when quality working conditions are realized. The European Green Deal implies to accelerate the shift to sustainable and smart mobility to address these challenges. In particular, a substantial part of the 75% of inland freight carried today by road should shift onto rail and inland waterways.
Amendment 37
Clare Daly, Mick Wallace, Anne-Sophie Pelletier

Proposal for a decision
Recital 4

Text proposed by the Commission

(4) In line with the objectives set out in the Commission Communication on the European Green Deal, there is a need to transform the Union economy and to rethink policies, in particular in the field of transport and mobility, which implies accelerating the shift to sustainable and smart mobility. Transport accounts for a quarter of the Union’s greenhouse gas emissions, and still growing. To achieve climate neutrality, a 90% reduction in transport emissions is needed by 2050. Achieving sustainable transport means putting users first and providing them with more affordable, accessible, healthier and cleaner alternatives to their current mobility habits. The European Green Deal implies to accelerate the shift to sustainable and smart mobility to address these challenges. In particular, a substantial part of the 75% of inland freight carried today by road should shift onto rail and inland waterways.

Amendment

(4) In line with the objectives set out in the Commission Communication on the European Green Deal, there is a need to transform the Union economy and to rethink policies, in particular in the field of transport and mobility, which implies accelerating the shift to sustainable and smart mobility. Transport accounts for a quarter of the Union’s greenhouse gas emissions, and still growing. To achieve climate neutrality, a 90% reduction in transport emissions is needed by 2050. Achieving sustainable transport means putting users first and providing them with more affordable, accessible, healthier and cleaner alternatives to their current mobility habits. It also means ending all favourable fiscal environments, all forms of state aids and public investment in industries and modes of transport that are disproportionately detrimental to the environment. The European Green Deal implies to accelerate the shift to sustainable and smart mobility to address these challenges. In particular, a substantial part of the 75% of inland freight carried today by road should shift onto rail and inland waterways.

Or. en

Amendment 38
Isabel García Muñoz

Proposal for a decision
Recital 4
Text proposed by the Commission

(4) In line with the objectives set out in the Commission Communication on the European Green Deal, there is a need to transform the Union economy and to rethink policies, in particular in the field of transport and mobility, which implies accelerating the shift to sustainable and smart mobility. Transport accounts for a quarter of the Union’s greenhouse gas emissions, and still growing. To achieve climate neutrality, a 90% reduction in transport emissions is needed by 2050. Achieving sustainable transport means putting users first and providing them with more affordable, accessible, healthier and cleaner alternatives to their current mobility habits. The European Green Deal implies to accelerate the shift to sustainable and smart mobility to address these challenges. In particular, a substantial part of the 75% of inland freight carried today by road should shift onto rail and inland waterways.

Amendment

(4) In line with the objectives set out in the Commission Communication on the European Green Deal, there is a need to transform the Union economy and to rethink policies, in particular in the field of transport and mobility, which implies accelerating the shift to sustainable and smart mobility. Transport accounts for a quarter of the Union’s greenhouse gas emissions, and still growing. To achieve climate neutrality, a 90% reduction in transport emissions is needed by 2050. Achieving sustainable and multimodal transport means putting users first and providing them with more affordable, accessible, healthier and cleaner alternatives to their current mobility habits. The European Green Deal implies to accelerate the shift to sustainable and smart mobility to address these challenges. In particular, a substantial part of the 75% of inland freight carried today by road should shift onto rail and inland waterways, it is thus essential to move forward in implementing the Trans-European Transport Network (TEN-T) and to ensure the necessary financial resources are available.

Or. es

Amendment 39
Izaskun Bilbao Barandica

Proposal for a decision
Recital 4

Text proposed by the Commission

(4) In line with the objectives set out in the Commission Communication on the European Green Deal, there is a need to transform the Union economy and to rethink policies, in particular in the field of transport and mobility, which implies
accelerating the shift to sustainable and smart mobility. Transport accounts for a quarter of the Union’s greenhouse gas emissions, and still growing. To achieve climate neutrality, a 90% reduction in transport emissions is needed by 2050. Achieving sustainable transport means putting users first and providing them with more affordable, accessible, healthier and cleaner alternatives to their current mobility habits. The European Green Deal implies to accelerate the shift to sustainable and smart mobility to address these challenges. In particular, a substantial part of the 75% of inland freight carried today by road should shift onto rail and inland waterways.

Amendment 40
Dominique Riquet

Proposal for a decision
Recital 4

Text proposed by the Commission

(4) In line with the objectives set out in the Commission Communication on the European Green Deal, there is a need to transform the Union economy and to rethink policies, in particular in the field of transport and mobility, which implies accelerating the shift to sustainable and smart mobility. Transport accounts for a quarter of the Union’s greenhouse gas emissions, and still growing. To achieve climate neutrality, a 90% reduction in transport emissions is needed by 2050. Achieving sustainable transport means putting users first and providing them with more affordable, accessible, healthier and cleaner alternatives to their current mobility habits. The European Green Deal implies to accelerate the shift to sustainable and smart mobility to address these challenges. In particular, a substantial part of the 75% of inland freight carried today by road should shift onto rail and inland waterways.

Or. es
cleaner alternatives to their current mobility habits. The European Green Deal implies to accelerate the shift to sustainable and smart mobility to address these challenges. In particular, a substantial part of the 75% of inland freight carried today by road should shift onto rail and inland waterways.

cleaner and more energy-efficient alternatives to their current mobility habits. The European Green Deal implies to accelerate the shift to sustainable and smart mobility to address these challenges. In particular, a substantial part of the 75% of inland freight carried today by road should shift onto rail and inland waterways.

Amendment 41
Mario Furore, Laura Ferrara
Proposal for a decision
Recital 4

Text proposed by the Commission

(4) In line with the objectives set out in the Commission Communication on the European Green Deal, there is a need to transform the Union economy and to rethink policies, in particular in the field of transport and mobility, which implies accelerating the shift to sustainable and smart mobility. Transport accounts for a quarter of the Union’s greenhouse gas emissions, and still growing. To achieve climate neutrality, a 90% reduction in transport emissions is needed by 2050. Achieving sustainable transport means putting users first and providing them with more affordable, accessible, healthier and cleaner alternatives to their current mobility habits. The European Green Deal implies to accelerate the shift to sustainable and smart mobility to address these challenges. In particular, a substantial part of the 75% of inland freight carried today by road should shift onto rail and inland waterways.

Amendment

(4) In line with the objectives set out in the Commission Communication on the European Green Deal, there is a need to transform the Union economy and to rethink policies, in particular in the field of transport and mobility, which implies accelerating the shift to sustainable and smart mobility. Transport accounts for a quarter of the Union’s greenhouse gas emissions, and still growing. To achieve climate neutrality, a 90% reduction in transport emissions is needed by 2040. Achieving sustainable transport means putting users first and providing them with more affordable, accessible, healthier and cleaner alternatives to their current mobility habits. The European Green Deal implies to accelerate the shift to sustainable and smart mobility to address these challenges. In particular, a substantial part of the 75% of inland freight carried today by road should shift onto rail and inland waterways.

Or. fr

Or. it
Amendment 42
Marco Campomenosi

Proposal for a decision
Recital 4

Text proposed by the Commission

(4) In line with the objectives set out in the Commission Communication on the European Green Deal, there is a need to transform the Union economy and to rethink policies, in particular in the field of transport and mobility, which implies accelerating the shift to sustainable and smart mobility. Transport accounts for a quarter of the Union’s greenhouse gas emissions, and still growing. To achieve climate neutrality, a 90% reduction in transport emissions is needed by 2050. Achieving sustainable transport means putting users first and providing them with more affordable, accessible, healthier and cleaner alternatives to their current mobility habits. The European Green Deal implies to accelerate the shift to sustainable and smart mobility to address these challenges, but its implementation should not reduce the competitiveness of the European enterprises within the global market. In particular, a substantial part of the 75% of inland freight carried today by road should shift onto rail and inland waterways. This process should be encouraged by improving the efficiency of the logistic network and ensuring incentives for the operators.

Or. en

Amendment 43
Marco Campomenosi

Proposal for a decision
Recital 4 a (new)

Text proposed by the Commission

(4a) The European Year of Rail should be an opportunity to involve regional and local authorities in planning and designing projects to modernise and digitalise rail infrastructure. In
particular, it is necessary to involve touristic regions that need sustainable, modern and electrified rail services.

Amendment 44
Marco Campomenosi

Proposal for a decision
Recital 5

Text proposed by the Commission

(5) Rail has a significant role to play as a game changer to achieve the climate neutrality objective by 2050. It is one of the most environmentally friendly and energy-efficient transport modes. Rail is largely electrified and emits far less CO2 than equivalent travel by road or air, and is the only mode that has consistently reduced its greenhouse gas emissions and CO2 emissions since 1990. In addition, rail has decreased its energy consumption between 1990-2016\(^\text{18}\) and increasingly uses renewable energy sources.

Amendment

(5) Rail has a significant role to play as a game changer to achieve the climate neutrality objective by 2050. It is one of the most environmentally friendly and energy-efficient transport modes. Rail is largely electrified and emits far less CO2 than equivalent travel by road or air, and is the only mode that has consistently reduced its greenhouse gas emissions and CO2 emissions since 1990. In addition, rail has decreased its energy consumption between 1990-2016\(^\text{18}\) and increasingly uses renewable energy sources. The support for rail transport has a positive influence also on other modes of transport. The Union and the Member States should promote a complementary approach among all transport sectors, taking into account that inter-modality and interoperability are an essential goal to achieve. In this regard, rail should be the backbone of the European logistics and of middle-distance transport of passengers.

\(^{18}\) DG MOVE Statistical Pocketbook 2019 “EU transport in figures” (source: Eurostat)
(5) Rail has a significant role to play as a game changer to achieve the climate neutrality objective by 2050. It is one of the most environmentally friendly and energy-efficient transport modes. Rail is largely electrified and emits far less CO2 than equivalent travel by road or air, and is the only mode that has consistently reduced its greenhouse gas emissions and CO2 emissions since 1990. In addition, rail has decreased its energy consumption between 1990-2016\(^\text{18}\) and increasingly uses renewable energy sources.

\[\text{\textsuperscript{18} DG MOVE Statistical Pocketbook 2019 “EU transport in figures” (source: Eurostat)}\]

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**Amendment 46**

**Dominique Riquet**

Proposal for a decision

Recital 5

(5) Rail has a significant role to play as a game changer to achieve the climate neutrality objective by 2050. It is one of the most environmentally friendly and energy-efficient transport modes. Rail is largely electrified and emits far less CO2 than equivalent travel by road or air, and is the only mode that has consistently reduced its greenhouse gas emissions and CO2 emissions since 1990. In addition, rail has decreased its energy consumption between 1990-2016\(^\text{18}\) and increasingly uses renewable energy sources. However, the unfavourable fiscal environment that the rail sector faces does not allow the industry to reach its full capacity, travellers being attracted by other cheaper but disproportionally detrimental modes of transport.

\[\text{\textsuperscript{18} DG MOVE Statistical Pocketbook 2019 “EU transport in figures” (source: Eurostat)}\]

Or. en

(5) Rail has a significant role to play as a game changer to achieve the climate neutrality objective by 2050. It is one of the most environmentally friendly and energy-efficient transport modes. Rail is largely electrified and emits seven times less CO2 than equivalent travel by road or air, and is the only mode that has consistently reduced its greenhouse gas emissions and CO2 emissions since 1990. In addition, rail has decreased its energy consumption between 1990-2016\(^\text{18}\) and increasingly uses renewable energy sources.
than equivalent travel by **road or air**, and is the only mode that has consistently reduced its greenhouse gas emissions and CO2 emissions since 1990. In addition, rail has decreased its energy consumption between 1990-2016 and increasingly uses renewable energy sources.

(5) Rail has a significant role to play as a game changer to achieve the climate neutrality objective by 2050. It is one of the most environmentally friendly and energy-efficient transport modes. Rail is largely electrified and emits far less CO2 than equivalent travel by road or air, and is the only mode that has consistently reduced its greenhouse gas emissions and CO2 emissions since 1990. In addition, rail has decreased its energy consumption between 1990-2016 and increasingly uses renewable energy sources.

18 DG MOVE Statistical Pocketbook 2019 “EU transport in figures” (source: Eurostat)

17a European Environment Agency, EEA TERM 2014

18 DG MOVE Statistical Pocketbook 2019 “EU transport in figures” (source: Eurostat)
Amendment 48
Ismail Ertug, Andris Ameriks, Isabel García Muñoz, István Ujhelyi, Vera Tax, Sara Cerdas, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar, Maria Grapini, Johan Danielsson

Proposal for a decision
Recital 5 a (new)

Text proposed by the Commission

(5a) The COVID-19 pandemic has hit rail and the public transport sector exceptionally hard. The sector experienced an unprecedented decline in passenger numbers in international and long distant services as well as in regional, suburban and urban services. Despite the operational and financial constraints the sector maintained crucial connections for both people and the transport of essential goods. Rail and public transport play a key role in the economic recovery and are amongst the most sustainable transport means. Therefore the European Year of Rail should encourage citizens to use rail and public transport again.

Or. en

Amendment 49
Tomasz Piotr Poręba

Proposal for a decision
Recital 5 a (new)

Text proposed by the Commission

(5a) The year 2021 is an important year for the Union rail policy. It will be the first full year where the rules agreed under the Fourth Railway Package will be implemented throughout the EU, namely on the opening of the market of domestic passenger services and on reducing costs
and administrative burden for railway undertakings operating across the EU. Public interest in railways is growing in many Member States. 2021 should therefore be considered the right time to implement this initiative.

Amendment 50
Marco Campomenosi

Proposal for a decision
Recital 5 a (new)

Text proposed by the Commission

(5a) Member States should take measures in order to enhance connectivity between different regions, including cross-border connections, while implementing macro-regional strategies through the involvement of local authorities and improving the coordination among customers and stakeholders.

Amendment

Or. en

Amendment 51
Anna Deparnay-Grunenberg

Proposal for a decision
Recital 6

Text proposed by the Commission

(6) By connecting the Union’s main transport routes with its peripheral regions and territories, the rail sector contributes to social, economic and territorial cohesion.

Amendment

(6) By connecting the Union’s main transport routes with its peripheral regions and territories and by establishing and reinstating missing regional cross-border links and advancing in electrification, the rail sector contributes to social, economic and territorial cohesion. Furthermore, remote areas...
often have fewer and less-well-developed networks that need particular attention. Moreover, border regions throughout the Union make up 40% of the Union’s territory, containing a third of its population\textsuperscript{1c} but are often faced with the doubly difficult situation of being rural in character and at the periphery of national networks.

\textsuperscript{1a} DG RERIO Report “Quantification of the effects of legal and administrative border obstacles in land border regions” (Source: https://ec.europa.eu/regional_policy/sources/docoffic/2014/boosting_growth/quantif\_effectBorders_obstacles.pdf)


\textsuperscript{1c} DG RERIO Report “Quantification of the effects of legal and administrative border obstacles in land border regions” (Source: https://ec.europa.eu/regional_policy/sources/docoffic/2014/boosting_growth/quantif\_effectBorders_obstacles.pdf)

Or. en

Amendment 52
Clare Daly, Mick Wallace, Leila Chaibi, Anne-Sophie Pelletier

Proposal for a decision
Recital 6

\textit{Text proposed by the Commission}

(6) By connecting the Union’s main transport routes with its peripheral regions and territories, the rail sector contributes to social, economic and territorial cohesion.

\textit{Amendment}

(6) By connecting the Union’s main transport routes with its peripheral regions and territories, as well as distant neighbourhoods and city peripheries to
city centres, the rail sector contributes to social, economic and territorial cohesion. Its advantages in reducing the negative externalities of urbanisation such as noise, air pollution and bottlenecks are not negligible and help make cities more liveable. At the same time, it allows better connectivity and a distribution of the population which has a direct impact on the environment and social and economic cohesion.

Amendment 53
Marian-Jean Marinescu
Proposal for a decision
Recital 6

Text proposed by the Commission

(6) By connecting the Union’s main transport routes with its peripheral regions and territories, the rail sector contributes to social, economic and territorial cohesion.

Amendment

(6) By connecting the Union’s main transport routes with its peripheral regions and territories, the rail sector contributes to social, economic and territorial cohesion. The reinforcement of interoperability with other means of transportation like air transport and its infrastructures (airports) would certainly be an added value mainly to ensure connectivity and smart mobility with long-haul connections, peripheral regions, territories and islands not feasible by rail.

Amendment 54
Marco Campomenosi
Proposal for a decision
Recital 6

Text proposed by the Commission

Amendment
(6) By connecting the Union’s main transport routes with its peripheral regions and territories, the rail sector contributes to social, economic and territorial cohesion.

**Amendment 55**
Isabel García Muñoz

**Proposal for a decision**
**Recital 6**

*Text proposed by the Commission*

(6) By connecting the Union’s main transport routes with its peripheral regions and territories, the rail sector contributes to social, economic and territorial cohesion.

*Amendment*

(6) By connecting the Union’s main transport routes with its peripheral regions and territories, including at regional and local level, the rail sector contributes to social, economic and territorial cohesion. Furthermore, promoting a sustainable and efficient development of the comprehensive network of TEN-T, whose completion is essential and not secondary to the core network, would enhance the connectivity of peripheral and local regions.

Or. en

**Amendment 56**
Dominique Riquet

**Proposal for a decision**
**Recital 6**

*Text proposed by the Commission*

(6) By connecting the Union’s main transport routes with its peripheral regions and territories, the rail sector contributes to social, economic and territorial cohesion.

*Amendment*

(6) By connecting the Union’s main transport routes with its peripheral regions and territories, the rail sector contributes to the EU’s social, economic and territorial cohesion, and is of particular importance in connecting in rural areas where high-quality rail infrastructure ensures that people do not relocate and provides basic services;

Or. es
social, economic and territorial cohesion. However, there are missing connections, particularly cross-border connections, which prevents the trans-European transport network from being fully effective.

Amendment 57
Izaskun Bilbao Barandica

Proposal for a decision
Recital 6

Text proposed by the Commission

(6) By connecting the Union’s main transport routes with its peripheral regions and territories, the rail sector contributes to social, economic and territorial cohesion.

Amendment

(6) The railway sector must have a system connecting all cross-border railway systems throughout the EU, thus forging links between all countries without interruption and between the peripheral regions and territories within the countries. It will thus help ensure sustainable and smart mobility as well as social, economic and territorial cohesion.

Amendment 58
Dorien Rookmaker

Proposal for a decision
Recital 6

Text proposed by the Commission

(6) By connecting the Union’s main transport routes with its peripheral regions and territories, the rail sector contributes to social, economic and territorial cohesion.

Amendment

(6) By connecting the Union’s main transport routes and cities with its peripheral regions and territories, where possible with high-speed links, the rail sector contributes to social, economic and territorial cohesion.
Amendment 59
Elżbieta Katarzyna Łukacijewska

Proposal for a decision
Recital 6

Text proposed by the Commission

(6) By connecting the Union’s main transport routes with its peripheral regions and territories, the rail sector contributes to social, economic and territorial cohesion.

Amendment

(6) By connecting the Union’s main transport routes with its peripheral, hard-to-reach and mountainous regions and territories with high-quality network, the rail sector contributes to social, economic and territorial cohesion.

Or. en

Amendment 60
Maria Grapini

Proposal for a decision
Recital 6

Text proposed by the Commission

(6) By connecting the Union’s main transport routes with its peripheral regions and territories, the rail sector contributes to social, economic and territorial cohesion.

Amendment

(6) By connecting the Union’s main transport routes with its peripheral regions and territories, the rail sector contributes to social, economic and territorial cohesion and to better connectivity in the internal market.

Or. ro

Amendment 61
Ismail Ertug, Andris Ameriks, Isabel García Muñoz, István Ujhelyi, Vera Tax, Sara Cerdas, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar, Johan Danielsson

Proposal for a decision
Recital 6
By connecting the Union’s main transport routes with its rural areas, regions, peripheral regions and territories, the rail sector contributes to social, economic and territorial cohesion.

Or. en

Amendment 62
Clare Daly, Mick Wallace, Leila Chaibi, Anne-Sophie Pelletier

Proposal for a decision
Recital 6 a (new)

The preservation of branch lines is essential to strengthen territorial connectivity, whether these are connections in the territories of the Member States, cross-border connections or peripheral territories. Rail transport should be promoted as a sustainable universal mode of transport through its social accessibility, its territorial connectivity, covering all uses at any time of the day and year.

Or. en

Amendment 63
Marco Campomenosi

Proposal for a decision
Recital 6 a (new)

The creation of a functional rail network across Europe would enhance the political cohesion within the Union and it needs specific objectives and measures that foster the development of
collective transport and integrated mobility, while protecting the environment and promoting social inclusion.

Or. en

Amendment 64
Tom Berendsen

Proposal for a decision
Recital 6 a (new)

Text proposed by the Commission

(6a) Therefore, it should be emphasised the need for investments in rail infrastructure projects to improve the regional cross-border connections in Europa, which will improve economic activity in the regions, create new jobs and contribute to recovery from the current health and economic crisis.

Or. en

Amendment 65
Tomasz Piotr Poręba

Proposal for a decision
Recital 6 a (new)

Text proposed by the Commission

(6a) Compared to sectors such as road, air and sea transport, rail has undeniable advantages in terms of transport safety, environmental performance and energy efficiency.

Or. pl

Amendment 66
Marco Campomenosi
Proposal for a decision  
Recital 6 b (new)

**Text proposed by the Commission** 

(6b) The rail transport could prevent mountain, rural and coastal regions from being isolated and it could foster the connectivity between urban and peripheral areas. Therefore, it is necessary to guarantee an adequate support to regional and local authorities, in particular in those areas where mobility services should be ensured despite the poor economic performance for operators.

Or. en

**Amendment 67** 
Tom Berendsen

Proposal for a decision  
Recital 6 b (new)

**Text proposed by the Commission** 

(6b) Investments in rail infrastructure should additionally focus on those connections that contribute to the Union’s goals regarding the modal shift, for instance in port or airport areas where freight can be transported via rail instead of road in case adequate rail infrastructure is in place.

Or. en

**Amendment 68** 
Marco Campomenosi

Proposal for a decision  
Recital 6 c (new)
(6c) The Union and the Member States should improve their logistic chain and ensure a coordinated approach regarding the rail freight transport, which has proved crucial in the COVID-19 outbreak as a mode of transport, which is fundamental to safely deliver all types of supplies, such as primary goods and dangerous goods.

Or. en

Amendment 69
Marco Campomenosi

Proposal for a decision
Recital 7

(7) While the share of passenger rail in the Union land transport has only slightly increased since 2007, the share of freight has decreased. Many obstacles remain to achieve a true Single European Rail Area, including in respect of the need to minimise noise. Overcoming these obstacles together with cost reduction and accelerated innovation will allow rail to realise its full potential. Rail therefore needs a further boost to become more attractive to travellers and businesses alike.

- implementing the ERTMS (European wide modern train management systems) for both on-board and track-side equipment;
- boosting interoperability and intermodality in order to connect the railways with all main European logistic hubs (ports, airports, logistic areas, etc.);
- minimising noise in order to promote a better integration between logistical systems and citizens’ quality of
life;

- promoting innovation and digitalisation, as well as infrastructure upgrade and maintenance.

Overcoming these obstacles together with cost reduction will allow rail to realise its full potential. Rail therefore needs a further boost to become more attractive to travellers and businesses alike.

Amendment 70
Mario Furore, Laura Ferrara

Proposal for a decision
Recital 7

Text proposed by the Commission

(7) While the share of passenger rail in the Union land transport has only slightly increased since 2007, the share of freight has decreased. Many obstacles remain to achieve a true Single European Rail Area, including in respect of the need to minimise noise. Overcoming these obstacles together with cost reduction and accelerated innovation will allow rail to realise its full potential. Rail therefore needs a further boost to become more attractive to travellers and businesses alike.

In particular, under-used suburban and regional lines need to be modernised and renovated, in order to encourage, as much as possible, urban mobility with a low environmental impact and connection to neighbouring disadvantaged areas, while promoting sustainable intermodality, enabling bicycles to be taken on trains and encouraging the use of rail for medium-length journeys on night trains in Europe;

Amendment

(7) While the share of passenger rail in the Union land transport has only slightly increased since 2007, the share of freight has decreased. Many obstacles remain to achieve a true Single European Rail Area, including in respect of the need to minimise noise. Overcoming these obstacles together with cost reduction and accelerated innovation will allow rail to realise its full potential. Rail therefore needs a further boost to become more attractive to travellers and businesses alike.

Or. it
Amendment 71
Johan Danielsson, Jörgen Warborn, Alviina Alametsä

Proposal for a decision
Recital 7

Text proposed by the Commission

(7) While the share of passenger rail in the Union land transport has only slightly increased since 2007, the share of freight has decreased. Many obstacles remain to achieve a true Single European Rail Area, including in respect of the need to minimise noise. Overcoming these obstacles together with cost reduction and accelerated innovation will allow rail to realise its full potential. Rail therefore needs a further boost to become more attractive to travellers and businesses alike.

Amendment

(7) While the share of passenger rail in the Union land transport has only slightly increased since 2007, the share of freight has decreased. Many obstacles remain to achieve a true Single European Rail Area, including in respect of the need to foster interoperability and digitalisation, accelerate the implementation of European wide modern train management systems (ERTMS) for both on-board and track-side equipment, to internalise the external costs and to minimise noise. Overcoming these obstacles together with cost reduction and accelerated innovation will allow rail to realise its full potential, while ensuring the functioning of the internal market, increasing traffic and maintaining or improving the high safety levels. Rail therefore needs a further boost to become more attractive to travellers and businesses alike.

Or. en

Amendment 72
Dorien Rookmaker

Proposal for a decision
Recital 7

Text proposed by the Commission

(7) While the share of passenger rail in the Union land transport has only slightly increased since 2007, the share of freight has decreased. Many obstacles remain to

Amendment

(7) The share of passenger rail in the Union land transport has only slightly increased since 2007. Many obstacles remain to achieve a true Single European
achieve a true Single European Rail Area, including in respect of the need to minimise noise. Overcoming these obstacles together with cost reduction and accelerated innovation will allow rail to realise its full potential. Rail therefore needs a further boost to become more attractive to travellers and businesses alike.

Rail Area, including in respect of the need to minimise noise. *These obstacles need to be identified and overcome.* Overcoming these obstacles together with cost reduction and accelerated innovation will allow rail to realise its full potential. *It is therefore necessary to plan high-speed connections between all major cities in the EU, of which passengers can take full advantage in the future, thereby giving rail a further boost to become more attractive to travellers and businesses alike.*

Amendment 73
Elżbieta Katarzyna Łukacijewska

Proposal for a decision
Recital 7

*Text proposed by the Commission*

(7) While the share of passenger rail in the Union land transport has only slightly increased since 2007, the share of freight has decreased. Many obstacles remain to achieve a true Single European Rail Area, including in respect of the need to minimise noise. Overcoming these obstacles together with cost reduction and accelerated innovation will allow rail to realise its full potential. Rail therefore needs a further boost to become more attractive to travellers and businesses alike.

*Amendment*

(7) While the share of passenger rail in the Union land transport has only slightly increased since 2007, the share of freight has decreased. *Parts of the sector are characterised by outdated practices, lack of investment in automation and capacity constraints.* Many obstacles remain to achieve a true Single European Rail Area, including in respect of the need to minimise noise, *foster innovation, interoperability and digitisation.* Overcoming these obstacles together with cost reduction and accelerated innovation will allow rail to realise its full potential. Rail therefore needs a further boost to become more attractive to travellers and businesses alike.

Amendment 74
Isabel García Muñoz
Proposal for a decision
Recital 7

Text proposed by the Commission

(7) While the share of passenger rail in the Union land transport has only slightly increased since 2007, the share of freight has decreased. Many obstacles remain to achieve a true Single European Rail Area, including in respect of the need to minimise noise. Overcoming these obstacles together with cost reduction and accelerated innovation will allow rail to realise its full potential. Rail therefore needs a further boost to become more attractive to travellers and businesses alike.

Amendment

(7) While the share of passenger rail in the Union land transport has only slightly increased since 2007, the share of freight has decreased. Many obstacles remain to achieve a true Single European Rail Area, including in respect of the need to minimise noise. Overcoming these obstacles together with cost reduction and accelerated innovation will allow rail to realise its full potential. Rail therefore needs a further boost to become more attractive to travellers and businesses alike and to have suitable infrastructure and strong EU funding instruments such as the Connect Europe Mechanism.

Or. es

Amendment 75
Dominique Riquet

Proposal for a decision
Recital 7

Text proposed by the Commission

(7) While the share of passenger rail in the Union land transport has only slightly increased since 2007, the share of freight has decreased. Many obstacles remain to achieve a true Single European Rail Area, including in respect of the need to minimise noise. Overcoming these obstacles together with cost reduction and accelerated innovation will allow rail to realise its full potential. Rail therefore needs a further boost to become more attractive to travellers and businesses alike.

Amendment

(7) While the share of passenger rail in the Union land transport has only slightly increased since 2007, the share of freight has decreased. Many obstacles remain to achieve a true Single European Rail Area, including in respect of the need to minimise noise. Overcoming these obstacles together with cost reduction and accelerated innovation will allow rail to realise its full potential. Rail therefore needs a further boost to become more attractive to travellers and businesses alike. The role of the ERA in lowering technical barriers in the Single European Rail Area should be highlighted.
Amendment 76
Izaskun Bilbao Barandica

Proposal for a decision
Recital 7

Text proposed by the Commission

(7) While the share of passenger rail in the Union land transport has only slightly increased since 2007, the share of freight has decreased. Many obstacles remain to achieve a true Single European Rail Area, including in respect of the need to minimise noise. Overcoming these obstacles together with cost reduction and accelerated innovation will allow rail to realise its full potential. Rail therefore needs a further boost to become more attractive to travellers and businesses alike.

Amendment

(7) While the share of passenger rail in the Union land transport has only slightly increased since 2007, the share of freight has decreased. Many obstacles remain to achieve a true Single European Rail Area, as a result of the failure to implement the railway packages and to complete the TEN-T and freight corridors. Overcoming these obstacles together with cost reduction and accelerated innovation will allow rail to realise its full potential. Rail and industry therefore need the necessary support to create an attractive system for travellers and businesses alike.

Amendment 77
Dominique Riquet

Proposal for a decision
Recital 7

Text proposed by the Commission

(7) While the share of passenger rail in the Union land transport has only slightly increased since 2007, the share of freight has decreased. Many obstacles remain to achieve a true Single European Rail Area, including in respect of the need to minimise noise. Overcoming these obstacles together with cost reduction and accelerated innovation will allow rail to realise its full potential. Rail therefore

Amendment

(7) While the share of passenger rail in the Union land transport has only slightly increased since 2007, the share of freight has decreased. Many obstacles remain to achieve a true Single European Rail Area, including in respect of opening up to competition and the need to minimise noise. Overcoming these obstacles together with cost reduction and accelerated innovation will allow rail to realise its full potential.
needs a further boost to become more attractive to travellers and businesses alike. Rail therefore needs a further boost to become more attractive to travellers and businesses alike.

Amendment 78
Tomasz Piotr Poręba

Proposal for a decision
Recital 7

*Text proposed by the Commission*

(7) While the share of passenger rail in the Union land transport has only slightly increased since 2007, the share of freight has decreased. Many obstacles remain to achieve a true Single European Rail Area, *including in respect of the need to minimise noise.* Overcoming these obstacles together with cost reduction and accelerated innovation will allow rail to realise its full potential. Rail therefore needs a further boost to become more attractive to travellers and businesses alike.

*Amendment*

(7) While the share of passenger rail in the Union land transport has only slightly increased since 2007, the share of freight has decreased. Many obstacles remain to achieve a true Single European Rail Area. Overcoming these obstacles together with cost reduction and accelerated innovation will allow rail to realise its full potential. Rail therefore needs a further boost to become more attractive to travellers and businesses alike.

*Or. pl*

*Justification*

Rail noise is not a major or existential obstacle to the creation of a single railway area.

Amendment 79
Ismail Ertug, Andris Ameriks, Isabel Garcia Muñoz, István Ujhelyi, Vera Tax, Sara Cerdas, Marianne Vind, Inma Rodríguez-Piñero, Maria Grapini, Johan Danielsson

Proposal for a decision
Recital 7

*Text proposed by the Commission*

(7) While the share of passenger rail in the Union land transport has only slightly increased since 2007, the share of freight

*Amendment*

(7) While the share of passenger rail in the Union land transport has only slightly increased since 2007, the share of freight
has decreased. Many obstacles remain to achieve a true Single European Rail Area, including in respect of the need to minimise noise. Overcoming these obstacles together with cost reduction and accelerated innovation will allow rail to realise its full potential. Rail therefore needs a further boost to become more attractive to travellers and businesses alike.

Amendment 80
Clare Daly, Mick Wallace, Leila Chaibi, Anne-Sophie Pelletier

Proposal for a decision
Recital 7 a (new)

Text proposed by the Commission

(7a) While the transport, culture and tourism sectors have been the most negatively affected of all major economic sectors by COVID-19, with large-scale unemployment affecting, the current crisis also represents a historic opportunity to modernise tourism in the EU and make it more sustainable and more accessible. Therefore, rail transport represents the best solution in order to promote rural and agro-ecotourism and the European Union should further promote and support initiatives that would generate additional sources of income for rural areas, create jobs, prevent depopulation, increase social benefits and place rail transport at the heart of tourist mobility.

Amendment 81
Dominique Riquet
Proposal for a decision
Recital 7 a (new)

Text proposed by the Commission

(7a) Investment in rail infrastructure is key to the modal competitiveness of rail. While 80% of funding under the Connecting Europe Facility is channelled towards rail, the Member States, too, have a responsibility to pursue ambitious investment policies to promote the modal shift. These investments should be based on a rail connectivity index in order to maximise the efficiency of the Single European Rail Area.

Or. fr

Amendment 82
Ismail Ertug, Andris Ameriks, Isabel García Muñoz, István Ujhelyi, Vera Tax, Sara Cerdas, Marianne Vind, Inma Rodríguez-Piñero, Maria Grapini, Johan Danielsson

Proposal for a decision
Recital 7 a (new)

Text proposed by the Commission

(7a) To increase the usage of rail services a comprehensive strategy needs to include a door-to-door approach and thus the use of public transport.

Or. en

Amendment 83
Elżbieta Katarzyna Łukacijewska

Proposal for a decision
Recital 7 a (new)

Text proposed by the Commission

(7a) Rail should be integral in delivering seamless "whole journey"
travel solutions in combination with other modes, including active travel.

Or. en

Amendment 84
Izaskun Bilbao Barandica

Proposal for a decision
Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) Improved interoperability and digitisation will be possible if we speed up the implementation of the ERTMS system throughout the Union.

Or. es

Amendment 85
Clare Daly, Mick Wallace, Leila Chaibi, Anne-Sophie Pelletier

Proposal for a decision
Recital 7 b (new)

Text proposed by the Commission

Amendment

(7b) The COVID-19 crisis shows how crucial railway workers are to keep Europe moving in times of crisis, whether they are on a train, in a railway station, working in traffic management or infrastructure maintenance. Operational staff, office staff and out-sourced and sub-contracted workers are part of public services that are essential in daily life and the European Year of Rail should be the opportunity to promote to the public the wide offer of railway sector jobs and to draw the attention of stakeholders to the need to protect the employment and collective rights of railway workers.

Or. en
Amendment 86
Ismail Ertug, Andris Ameriks, Isabel García Muñoz, István Ujhelyi, Vera Tax, Sara Cerdas, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar, Maria Grapini, Johan Danielsson

Proposal for a decision
Recital 7 b (new)

Text proposed by the Commission

Amendment

(7b) There were 979 railway companies employing over 660,000 people in the European Union in 2016. Making the rail sector the third biggest employer of all modes of transport; in order to reach its full potential, it needs to diversify its workforce and attract women and young workers in particular. It is essential to deliver optimal transport services to the benefit of users, with rail employees enjoying quality working conditions;


Or. en

Amendment 87
Clare Daly, Mick Wallace, Leila Chaibi, Anne-Sophie Pelletier

Proposal for a decision
Recital 8

Text proposed by the Commission

Amendment

(8) In order to promote rail transport in line with the objectives set out in the Commission Communication on the European Green Deal, including with regard to sustainable and smart mobility, the year 2021 should be designated as European Year of Rail. 2021 will be an important year for the Union rail policy, it

(8) In order to promote rail transport in line with the objectives set out in the Commission Communication on the European Green Deal, including with regard to sustainable and smart mobility, the year 2021 should be designated as European Year of Rail. There is a growing understanding among Union citizens that
will be the first full year where the rules agreed under the Fourth Railway Package will be implemented throughout the Union, namely on the opening of the market of domestic passenger services and on reducing costs and administrative burden for railway undertakings operating across the Union. There is a growing public interest in railways, including in night trains, in a number of Member States, as also illustrated by the popularity of #DiscoverEU. Moreover, the international arts festival ‘Europalia’ will dedicate its 2021 edition to the influence of railways on the arts and highlight the role of rail as a powerful promoter of social, economic and industrial change.

Amendment 88
Dominique Riquet
Proposal for a decision
Recital 8

Text proposed by the Commission

(8) In order to promote rail transport in line with the objectives set out in the Commission Communication on the European Green Deal, including with regard to sustainable and smart mobility, the year 2021 should be designated as European Year of Rail. 2021 will be an important year for the Union rail policy, it will be the first full year where the rules agreed under the Fourth Railway Package will be implemented throughout the Union, namely on the opening of the market of domestic passenger services and on reducing costs and administrative burden for railway undertakings operating across the Union. There is a growing public interest in railways, including in night trains, in a number of Member States, as also illustrated by the popularity of public transport.

Amendment

(8) In order to promote rail transport in line with the objectives set out in the Commission Communication on the European Green Deal, including with regard to sustainable and smart mobility, the year 2021 should be designated as European Year of Rail. 2021 will be an important year for the Union rail policy, it will be the first full year where the rules agreed under the Fourth Railway Package will be implemented throughout the Union, namely on the opening of the market of domestic passenger services and on reducing costs and administrative burden for railway undertakings operating across the Union. This European Year of Rail should mark the starting point of a broader rail strategy, which aims to complete the Single European Rail Area.
#DiscoverEU. Moreover, the international arts festival ‘Europalia’ will dedicate its 2021 edition to the influence of railways on the arts and highlight the role of rail as a powerful promoter of social, economic and industrial change.

There is a growing public interest in railways, including in night trains, in a number of Member States, as also illustrated by the popularity of #DiscoverEU. Moreover, the international arts festival ‘Europalia’ will dedicate its 2021 edition to the influence of railways on the arts and highlight the role of rail as a powerful promoter of social, economic and industrial change.

Or. fr

Amendment 89
Dominique Riquet

Proposal for a decision
Recital 8

Text proposed by the Commission

(8) In order to promote rail transport in line with the objectives set out in the Commission Communication on the European Green Deal, including with regard to sustainable and smart mobility, the year 2021 should be designated as European Year of Rail. 2021 will be an important year for the Union rail policy, it will be the first full year where the rules agreed under the Fourth Railway Package will be implemented throughout the Union, namely on the opening of the market of domestic passenger services and on reducing costs and administrative burden for railway undertakings operating across the Union. There is a growing public interest in railways, including in night trains, in a number of Member States, as also illustrated by the popularity of #DiscoverEU. Moreover, the international arts festival ‘Europalia’ will dedicate its 2021 edition to the influence of railways on the arts and highlight the role of rail as a powerful promoter of social, economic and industrial change.

Amendment

(8) In order to promote rail transport in line with the objectives set out in the Commission Communication on the European Green Deal, including with regard to sustainable and smart mobility, the year 2021 should be designated as European Year of Rail. 2021 will be an important year for the Union rail policy, it will be the first full year where the rules agreed under the Fourth Railway Package will be implemented throughout the Union, namely on the opening of the market of domestic passenger services and on reducing costs and administrative burden for railway undertakings operating across the Union. There is a growing public interest in railways, including in night trains, in a number of Member States, as also illustrated by the popularity of #DiscoverEU. Rail freight unquestionably has a leading role to play in European mobility policies. Moreover, the international arts festival ‘Europalia’ will dedicate its 2021 edition to the influence of railways on the arts and highlight the role of rail as a powerful promoter of social, economic and industrial change.
economic, *industrial and ecological* change.

Amendment 90
Maria Grapini

Proposal for a decision
Recital 8

*Text proposed by the Commission*

(8) In order to promote rail transport in line with the objectives set out in the Commission Communication on the European Green Deal, including with regard to sustainable and smart mobility, the year 2021 should be designated as European Year of Rail. 2021 will be an important year for the Union rail policy, it will be the first full year where the rules agreed under the Fourth Railway Package will be implemented throughout the Union, namely on the opening of the market of domestic passenger services and on reducing costs and administrative burden for railway undertakings operating across the Union. There is a growing public interest in railways, including in night trains, in a number of Member States, as also illustrated by the popularity of #DiscoverEU. Moreover, the international arts festival ‘Europalia’ will dedicate its 2021 edition to the influence of railways on the arts and highlight the role of rail as a powerful promoter of social, economic *and industrial* change.

*Amendment*

(8) In order to promote rail transport in line with the objectives set out in the Commission Communication on the European Green Deal, including with regard to sustainable and smart mobility, the year 2021 should be designated as European Year of Rail. 2021 will be an important year for the Union rail policy, it will be the first full year where the rules agreed under the Fourth Railway Package will be implemented throughout the Union, namely on the opening of the market of domestic passenger services and on reducing costs and administrative burden for railway undertakings operating across the Union. There is a growing public interest in railways, including in night trains, in a number of Member States, as also illustrated by the popularity of #DiscoverEU. Moreover, the international arts festival ‘Europalia’ will dedicate its 2021 edition to the influence of railways on the arts and highlight the role of rail as a powerful promoter of social, economic, *industrial and commercial* change.

Amendment 91
Isabel García Muñoz

Proposal for a decision
Recital 8 a (new)

Text proposed by the Commission

(8a) The Shift2Rail (S2R) Joint Undertaking, launched as part of the Horizon 2020 framework programme for innovation, is the railway sector's first collaborative research instrument. By bringing together manufacturers, operators, infrastructure managers and academics in all Member States, S2R has ensured the stability and long-term prospects of the entire sector's technological innovation efforts. The European Commission and the Member States should strongly support Shift2Rail's successor in the next Horizon Europe research and innovation framework programme, so as to make further progress in innovation in the sector with a view to increasing capacity in the European rail network, achieving higher rail service quality and reliability and significantly reducing life-cycle costs across the entire network.

Amendment

Or. es

Amendment 92
Anna Deparnay-Grunenberg

Proposal for a decision
Recital 8 a (new)

Text proposed by the Commission

(8a) The overwhelming majority of freight transport starts or ends in towns and suburbs. 70% of the population lives there and 85% of the Union's GDP is created in these areas. Similarly, commuters account for 80-90% of all passengers. This means that urban agglomerations are significant contributors to the overall performance of passenger rail transport, as also reflected
in the 'Urban mobility package' and the 'European Strategy for low-emission mobility'.

Or. en

Amendment 93
Marco Campomenosi
Proposal for a decision
Recital 8 a (new)

Text proposed by the Commission

(8a) The Union and the Member States should allocate adequate funding and address their investments to develop the rail infrastructure in order to create new jobs. Moreover, the perspective of creating jobs should be promoted by all institutional levels involving both people seeking for job and workers with professional experience in the sector.

Or. en

Amendment 94
Izaskun Bilbao Barandica
Proposal for a decision
Recital 8 a (new)

Text proposed by the Commission

(8a) The railway industry is a modern and strategic sector with a wide-ranging industrial fabric which drives technological innovation; it therefore needs to be supported with a plan that enables further progress in updating and digitising rolling stock as well as in the digital transformation.

Or. es
Amendment 95
Elżbieta Katarzyna Łukacijewska

Proposal for a decision
Recital 8 a (new)

Text proposed by the Commission Amendment

(8a) Enhancing the attractiveness of rail requires the services to be user-centred, organised and engineered to deliver good value with consistent dependability and excellent service quality. Those services should be priced competitively, reflecting resource-efficiency.

Amendment 96
Anna Deparnay-Grunenberg

Proposal for a decision
Recital 8 b (new)

Text proposed by the Commission Amendment

(8b) The role of motivated staff cannot be underestimated and guarantees smooth operations. Many railways, however, have problems to attract new employees, which is a clear sign that working conditions are not perceived as attractive; it would therefore be advisable to pick up this common European problem in future coordination meetings with all involved actors;

Amendment 97
Marco Campomenosi
Proposal for a decision
Recital 8 b (new)

Text proposed by the Commission

Amendment

(8b) The European Year of Rail should address the needs of the workers, and it should promote an inter-institutional debate on their social conditions and rights.

Or. en

Amendment 98
Izaskun Bilbao Barandica

Proposal for a decision
Recital 8 b (new)

Text proposed by the Commission

Amendment

(8b) This transformation must include urban transport, which is beginning to provide intelligent solutions, smart cities being one example.

Or. es

Amendment 99
Elżbieta Katarzyna Łukacijewska

Proposal for a decision
Article 1 – paragraph 1

Text proposed by the Commission

Amendment

The year 2021 shall be designated as the ‘European Year of Rail’ (hereinafter referred to as the ‘European Year’).

The year 2021 shall be designated as the ‘European Year of Rail and Public Transport’ (hereinafter referred to as the ‘European Year’).

Or. en
Amendment 100
Izaskun Bilbao Barandica

Proposal for a decision
Article 2 – paragraph 1 – introductory part

 Text proposed by the Commission

The objective of the European Year shall be to encourage and support the efforts of the Union, the Member States, regional and local authorities, and other organisations to increase the share of passengers and freight moving by rail. In particular, the European Year shall

 Amendment

The objective of the European Year shall be to encourage and support the efforts of the Union, the Member States, regional and local authorities and other organisations to increase the share of passengers and freight moving by rail, and to require Member States to honour their commitments at EU level so as to give a definitive boost to rail transport. In particular, the European Year shall

Or. es

Amendment 101
Marco Campomenosi

Proposal for a decision
Article 2 – paragraph 1 – point a

 Text proposed by the Commission

(a) promote rail as a sustainable, innovative and safe mode of transport, in particular by highlighting the role of rail as a game changer to help reaching the Union’s climate neutrality objective by 2050 and by reaching out to the wider public, especially youth;

 Amendment

(a) promote rail as a sustainable, innovative and safe mode of transport, highlighting the positive role railways can play as:

- the backbone of an efficient and sustainable European logistic network, capable to guarantee essential services, even during an unexpected crisis;

- a network that can sustain and boost the European tourism, confirming Europe as the first global destination for touristic flows;

Or. en

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Amendment 102
Isabel García Muñoz

Proposal for a decision
Article 2 – paragraph 1 – point a

Text proposed by the Commission

(a) promote rail as a sustainable, innovative and safe mode of transport, in particular by highlighting the role of rail as a game changer to help reaching the Union’s climate neutrality objective by 2050 and by reaching out to the wider public, especially youth;

Amendment

(a) promote rail as a sustainable, innovative, resilient and safe mode of transport, in particular by highlighting the role of rail as a structuring element to promote socio-economic activity in territories, with particular importance in rural and depopulated areas, as well as its role as a game changer to help reaching the Union’s climate neutrality objective by 2050 and by reaching out to the wider public, especially youth;

Or. es

Amendment 103
Elżbieta Katarzyna Łukacijewska

Proposal for a decision
Article 2 – paragraph 1 – point a

Text proposed by the Commission

(a) promote rail as a sustainable, innovative and safe mode of transport, in particular by highlighting the role of rail as a game changer to help reaching the Union’s climate neutrality objective by 2050 and by reaching out to the wider public, especially youth;

Amendment

(a) promote rail and public transport as a sustainable, innovative and safe mode of transport, in particular by highlighting the role of rail as a game changer to help reaching the Union’s climate neutrality objective by 2050 and by reaching out to the wider public, especially youth, also through providing an easily understood and consistently enforced system of passengers' rights;

Or. en
**Amendment 104**  
Ismail Ertug, Andris Ameriks, Isabel García Muñoz, István Ujhelyi, Vera Tax, Sara Cerdas, Marianne Vind, Inma Rodríguez-Piñero, Johan Danielsson

Proposal for a decision  
Article 2 – paragraph 1 – point a

<table>
<thead>
<tr>
<th>Text proposed by the Commission</th>
<th>Amendment</th>
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<tbody>
<tr>
<td>(a) promote rail as a sustainable, innovative and safe mode of transport, in particular by highlighting the role of rail as a game changer to help reaching the Union’s climate neutrality objective by 2050 and by reaching out to the wider public, especially youth;</td>
<td>(a) promote rail, including urban and suburban rail, as a sustainable, innovative and safe mode of transport, in particular by highlighting the role of rail and public transport as a game changer to help reaching the Union’s climate neutrality objective by 2050 and by reaching out to the wider public, especially youth;</td>
</tr>
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</table>

**Amendment 105**  
Maria Grapini

Proposal for a decision  
Article 2 – paragraph 1 – point a

<table>
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<td>(a) promote rail as a sustainable, innovative and safe mode of transport, in particular by highlighting the role of rail as a game changer to help reaching the Union’s climate neutrality objective by 2050 and by reaching out to the wider public, especially youth;</td>
<td>(a) promote rail as a sustainable, innovative and safe mode of transport, in particular by highlighting the role of rail as a game changer to help reaching the Union’s climate neutrality objective by 2050 and by reaching out to the wider public, especially to youth and people with disabilities;</td>
</tr>
</tbody>
</table>

**Amendment 106**  
Mario Furore, Laura Ferrara

Proposal for a decision  
Article 2 – paragraph 1 – point a
(a) promote rail as a sustainable, innovative and safe mode of transport, in particular by highlighting the role of rail as a game changer to help reaching the Union’s climate neutrality objective by 2050 and by reaching out to the wider public, especially youth;

(a) promote rail as a sustainable, intermodal, innovative and safe mode of transport, in particular by highlighting the role of rail as a game changer to help reaching the Union’s climate neutrality objective by 2040 and by reaching out to the wider public, especially youth;

Or. it

Amendment 107
Dominique Riquet

Proposal for a decision
Article 2 – paragraph 1 – point a

(a) promote rail as a sustainable, innovative and safe mode of transport, in particular by highlighting the role of rail as a game changer to help reaching the Union’s climate neutrality objective by 2050 and by reaching out to the wider public, especially youth;

(a) promote rail as a sustainable, innovative, safe and economical mode of transport, in particular by highlighting the role of rail as a game changer to help reaching the Union’s climate neutrality objective by 2050 and by reaching out to the wider public, especially youth;

Or. fr

Amendment 108
Isabel García Muñoz

Proposal for a decision
Article 2 – paragraph 1 – point a a (new)

(a) strengthen the role of rail in the EU’s forthcoming strategy on sustainable and smart mobility as a key element in promoting the collective transport of goods and passengers, multimodality and connection to logistics platforms;
Amendment 109
Barbara Thaler

Proposal for a decision
Article 2 – paragraph 1 – point a a (new)

Text proposed by the Commission

Amendment

(aa) strengthening efforts to construct the 9 core network corridors as the backbone of a modern European high-performance rail network by 2030.

Amendment 110
Marian-Jean Marinescu

Proposal for a decision
Article 2 – paragraph 1 – point b

Text proposed by the Commission

(b) highlight the European, cross-border dimension of rail, that brings citizens closer together, allows them to explore the Union in all its diversity, fosters cohesion and contributes to integrate the Union internal market;

Amendment

(b) highlight the European cross-border dimension of rail including the interoperability with other means of transportation like air transport (airports) and its added value in terms of connectivity with long-haul connections, peripheral regions, territories and islands, that brings citizens closer together, allows them to explore the Union in all its diversity, fosters cohesion and contributes to integrate the Union internal market;

Amendment 111
Isabel García Muñoz

Proposal for a decision
Article 2 – paragraph 1 – point b

*Text proposed by the Commission*

(b) highlight the European, cross-border dimension of rail, that brings citizens closer together, allows them to explore the Union in all its diversity, fosters cohesion and contributes to integrate the Union internal market;

*Amendment*

(b) highlight the European, cross-border dimension of rail, that brings citizens closer together, allows them to explore the Union in all its diversity, fosters socio-economic and territorial cohesion and contributes to integrate the Union internal market, paying particular attention to and ensuring connectivity in peripheral regions;

Or. es

**Amendment 112**

*Marco Campomenosi*

Proposal for a decision

Article 2 – paragraph 1 – point b

*Text proposed by the Commission*

(b) highlight the European, cross-border dimension of rail, that brings citizens closer together, allows them to explore the Union in all its diversity, fosters cohesion and contributes to integrate the Union internal market;

*Amendment*

(b) highlight the European, cross-border dimension of rail, that brings citizens closer together, allows them to explore the Union in all its diversity, fosters cohesion and contributes to integrate the Union internal market, whilst completing the cross-border projects that are essential to the implementation of the TEN-T core network;

Or. en

**Amendment 113**

*Ismail Ertug, Andris Ameriks, Isabel García Muñoz, István Ujhelyi, Vera Tax, Sara Cerdas, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar, Maria Grapini, Johan Danielsson*

Proposal for a decision

Article 2 – paragraph 1 – point b
(b) highlight the European, cross-border dimension of rail, that brings citizens closer together, allows them to explore the Union in all its diversity, fosters cohesion and contributes to integrate the Union internal market;
time, have greatly contributed to Europe’s current social, labour and welfare standards.

Amendment 116
Barbara Thaler

Proposal for a decision
Article 2 – paragraph 1 – point b a (new)

Text proposed by the Commission

Amendment

(ba) emphasis on the fact that rail should be thought of not only as an isolated solution for medium and long distances, but also - through the integration of public transport or other mobility providers - holistically as 'door-to-door transport' which is a basic requirement if it is genuinely to be able to compete with cars or lorries.

Amendment 117
Izaskun Bilbao Barandica

Proposal for a decision
Article 2 – paragraph 1 – point b a (new)

Text proposed by the Commission

Amendment

(ba) boost the final implementation of TEN-T projects by removing bottlenecks, in cross-border areas in particular, and thus make transport more interoperable by offering comprehensive solutions for the transport of people and goods;

Or. en
Or. de
Or. es
Amendment 118
Dominique Riquet

Proposal for a decision
Article 2 – paragraph 1 – point c

Text proposed by the Commission

(c) enhance the contribution of rail to Union economy, industry and society, covering in particular aspects related to regional development, industrial competitiveness, sustainable tourism, innovation, employment, education, youth and culture, and improving accessibility for persons with disabilities;

Amendment

(c) enhance the contribution of rail to Union economy, industry and society, covering in particular aspects related to regional development, industrial competitiveness, sustainable tourism, innovation, employment, education, youth and culture, and improving accessibility for persons with disabilities; stress the potential of rail freight for making progress in transport decarbonisation and the need to make more use of long trains and adapted infrastructure, particularly longer platforms; highlight the advantages of rail for sensitive transport, such as the transport of dangerous goods, animals or medicines;

Or. fr

Amendment 119
Isabel García Muñoz

Proposal for a decision
Article 2 – paragraph 1 – point c

Text proposed by the Commission

(c) enhance the contribution of rail to Union economy, industry and society, covering in particular aspects related to regional development, industrial competitiveness, sustainable tourism, innovation, employment, education, youth and culture, and improving accessibility for persons with disabilities;

Amendment

(c) enhance the contribution of rail to Union economy, industry and society, covering in particular aspects related to regional and local development, industrial competitiveness, sustainable tourism, research and innovation, employment, education, youth and culture, and improving accessibility for persons with disabilities and reduced mobility, as well as elderly persons;

Or. es
Amendment 120
Marco Campomenosi

Proposal for a decision
Article 2 – paragraph 1 – point c

Text proposed by the Commission

(c) enhance the contribution of rail to Union economy, industry and society, covering in particular aspects related to regional development, industrial competitiveness, sustainable tourism, innovation, employment, education, youth and culture, and improving accessibility for persons with disabilities;

Amendment

(c) enhance the contribution of rail to Union economy, industry and society, covering in particular aspects related to regional development, industrial competitiveness, sustainable tourism, innovation, employment, education, youth and culture, and improving accessibility for persons with disabilities and for elderly people while enhancing mobility for higher numbers of commuters;

Or. en

Amendment 121
Brice Hortefeux

Proposal for a decision
Article 2 – paragraph 1 – point c

Text proposed by the Commission

(c) enhance the contribution of rail to Union economy, industry and society, covering in particular aspects related to regional development, industrial competitiveness, sustainable tourism, innovation, employment, education, youth and culture, and improving accessibility for persons with disabilities;

Amendment

(c) enhance the contribution of rail to Union economy, industry and society, covering in particular aspects related to daily mobility, local and regional development, industrial competitiveness, sustainable tourism, innovation, employment, education, youth and culture, and improving accessibility for persons with disabilities;

Or. fr

Amendment 122
Ismail Ertug, Andris Ameriks, Isabel García Muñoz, István Ujhelyi, Vera Tax, Sara
Proposal for a decision
Article 2 – paragraph 1 – point c

Text proposed by the Commission

(c) enhance the contribution of rail to Union economy, industry and society, covering in particular aspects related to regional development, industrial competitiveness, sustainable tourism, innovation, employment, education, youth and culture, and improving accessibility for persons with disabilities;

Amendment

(c) enhance the contribution of rail to Union economy, industry and society, covering in particular aspects related to regional development, industrial competitiveness, sustainable tourism, innovation, social sustainable employment, education, youth and culture, and improving accessibility for persons with disabilities;

Or. en

Amendment 123
Maria Grapini

Proposal for a decision
Article 2 – paragraph 1 – point c

Text proposed by the Commission

(c) enhance the contribution of rail to Union economy, industry and society, covering in particular aspects related to regional development, industrial competitiveness, sustainable tourism, innovation, employment, education, youth and culture, and improving accessibility for persons with disabilities;

Amendment

(c) enhance the contribution of rail to Union economy, industry, commerce and society, covering in particular aspects related to regional development, industrial competitiveness, sustainable tourism, innovation, employment, education, youth and culture, and improving accessibility for persons with disabilities;

Or. ro

Amendment 124
Barbara Thaler

Proposal for a decision
Article 2 – paragraph 1 – point c a (new)
Text proposed by the Commission

Amendment

(ca) strengthening efforts to establish a modern, competitive rail system in Europe, which combines efficiency improvements through increased automation and digitalisation, on the one hand, and modern lightweight construction with large numbers of units, on the other, in order to massively increase its competitiveness vis-à-vis road and air transport.

Or. de

Amendment 125
Barbara Thaler

Proposal for a decision
Article 2 – paragraph 1 – point c b (new)

Text proposed by the Commission

Amendment

(cb) strengthening rail as a mode of transport by providing open, transparent, real-time information about fares and timetables, so that rail passengers can make comparisons and access information about independent third-party providers as they have been able to do routinely in air travel for years.

Or. de

Amendment 126
Barbara Thaler

Proposal for a decision
Article 2 – paragraph 1 – point c c (new)

Text proposed by the Commission

Amendment

(cc) strengthening rail by dismantling bureaucratic hurdles, symbolically by changing the language requirements for
train drivers in the European Year of Rail with the aim of establishing English as a universal language, as it already is in air travel, by 2022.

Amendment 127
Barbara Thaler

Proposal for a decision
Article 2 – paragraph 1 – point c d (new)

Text proposed by the Commission

Amendment

(cd) strengthening rail by improving the cross-border cooperation of the infrastructure operators in order to be able to deploy widely seasonal, cross-border charter trains based on the model of air travel with the aim of promoting sustainable tourism based on the principle of competition.

Amendment 128
Marco Campomenosi

Proposal for a decision
Article 2 – paragraph 1 – point d

Text proposed by the Commission

(d) contribute to promoting rail as an important element of the relations between the Union and neighbouring countries, in particular in the Western Balkans, building on the interest and needs in partner countries and on the Union’s expertise in rail transport.

(d) contributes to promoting railways as an important element of relations between the Union and its neighbours, building on the interest and needs in partner countries, such as those in the Western Balkans, Norway, the United Kingdom and Switzerland, and on the Union’s expertise in rail transport.
Amendment 129
Barbara Thaler

Proposal for a decision
Article 2 – paragraph 1 – point d a (new)

Text proposed by the Commission
(da) strengthening the framework conditions in order to enable fair, transparent competition between all players. Transparent competition on the same terms is the basic prerequisite for increasing the attractiveness of this mode of transport in both the freight and passenger sectors while at the same time reducing costs for the public sector.

Or. de

Amendment 130
Isabel García Muñoz

Proposal for a decision
Article 2 – paragraph 1 – point d a (new)

Text proposed by the Commission
(da) promote the key role of digitisation and big data in improving the functioning of the trans-European railway networks and in the EU logistics value chain with a view to improving, and enhancing efficiency in, the organisation and management of freight flows and traffic, particularly in cross-border stretches of track;

Or. es

Amendment 131
Clare Daly, Mick Wallace, Leila Chaibi, Anne-Sophie Pelletier
Proposal for a decision
Article 2 – paragraph 1 – point d a (new)

Text proposed by the Commission

(da) contribute to promote the railway sector at the heart of social and economic inclusion with the promotion of railway jobs to the public and the importance of encouraging public investments in the sector in order to improve the quality of services.

Or. en

Amendment 132
Dorien Rookmaker

Proposal for a decision
Article 2 – paragraph 1 – point d a (new)

Text proposed by the Commission

(da) to produce a consolidated plan for high-speed rail connections for passengers between all major EU cities, of which the main ones can be developed 2040.

Or. nl

Amendment 133
Anna Deparnay-Grunenberg

Proposal for a decision
Article 2 – paragraph 1 – point d a (new)

Text proposed by the Commission

(da) strengthen rail transport in agglomerations and suburbs, to promote space-saving, climate and people-friendly, end-to-end transportation

Or. en
Amendment 134
Dominique Riquet

Proposal for a decision
Article 2 – paragraph 1 – point d a (new)

_text proposed by the Commission_

Amendment
(da) stress the Union's place as a global centre of industrial competitiveness with innovative and exporting flagships;

Or. fr

Amendment 135
Izaskun Bilbao Barandica

Proposal for a decision
Article 2 – paragraph 1 – point d a (new)

_text proposed by the Commission_

Amendment
(da) encourage and support investment plans in infrastructure and railway R&D for the industrial sector;

Or. es

Amendment 136
Clare Daly, Mick Wallace, Leila Chaibi, Anne-Sophie Pelletier

Proposal for a decision
Article 2 – paragraph 1 – point d b (new)

_text proposed by the Commission_

Amendment
(db) foster a Union-wide debate, including users, unions, workers and public authorities, about the new challenges and risks that have arisen through the liberalisation of railways in Europe; to promote an alternative pan-European discourse about rail public policy, that would entail creating a
socially responsible mobility policy in terms of social rights, working conditions, new forms of employment, including subcontractors and outsourcing, while maintaining high quality of working conditions for traditional workers.

Or. en

Amendment 137
Dominique Riquet

Proposal for a decision
Article 2 – paragraph 1 – point d b (new)

Text proposed by the Commission

Amendment

(db) recall the need to make progress in opening up the rail market to competition by means of effective decoupling of infrastructure managers and operators and facilitating data sharing with new entrants and third-party suppliers;

Or. fr

Amendment 138
Isabel García Muñoz

Proposal for a decision
Article 2 – paragraph 1 – point d b (new)

Text proposed by the Commission

Amendment

(db) disseminate clear information on rail passengers’ rights;

Or. es

Amendment 139
Clare Daly, Mick Wallace, Leila Chaibi, Anne-Sophie Pelletier

Proposal for a decision
Article 2 – paragraph 1 – point d c (new)

Text proposed by the Commission

(Amendment)

(d) lead to an inclusive reflection with the largest number of participants, including Union citizens, on the long-term mobility policy and lead to rethink our way of traveling; question the political choice of investments in the different modes of transport, including those with higher environmental impacts or poor records of social practices; question the investments in new transport infrastructures such as airports and the competition that this can generate with the railway sector; Examine the importance of high-speed trains in public investment and unnecessary and wasteful infrastructure projects.

Or. en

Amendment 140
Isabel García Muñoz

Proposal for a decision
Article 2 – paragraph 1 – point d c (new)

Text proposed by the Commission

(Amendment)

(d) encourage the Member States to cooperate with a view to setting up a common European ticketing system, providing, in the EU’s official languages, comprehensive information on the various ticketing arrangements in each Member State, on accessibility features at railway stations, and on the different purchasing and payment methods, in order to facilitate access to railway services throughout the EU;

Or. es
Amendment 141
Dominique Riquet

Proposal for a decision
Article 2 – paragraph 1 – point d c (new)

Text proposed by the Commission

Amendment

(dc) mobilise the shared European collective imagination of rail, particularly the cultural and historical aspects; stress its prominent place in artistic production over the last two centuries; recall the role of rail in building European prosperity and in the industrial revolutions in cutting-edge technologies in the 21st century;

Or. fr

Amendment 142
Barbara Thaler

Proposal for a decision
Article 2 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

The bulk of the EU funds that will be used in the course of the reconstruction efforts after COVID-19 should be used to massively expand and improve the European rail infrastructure, both structurally and digitally - 5G, ERTMS - in order, in the short term, to create jobs by building infrastructure and to lay the foundations for an efficient and uniform European rail network.

Or. de

Amendment 143
Ismail Ertug, Andris Ameriks, Isabel García Muñoz, István Ujhelyi, Vera Tax, Sara Cerdas, Marianne Vind, Inma Rodríguez-Piñero, Maria Grapini, Johan Danielsson
Proposal for a decision
Article 2 a (new)

Text proposed by the Commission

Amendment

Article 2a

Emphasise the importance of urban rail and public transport in urban areas that guarantee a sustainable first and last mile option for travellers and daily sustainable transport solutions for commuters.

Or. en

Amendment 144
Clare Daly, Mick Wallace, Leila Chaibi, Anne-Sophie Pelletier

Proposal for a decision
Article 3 – paragraph 1 – introductory part

Text proposed by the Commission

Amendment

1. The measures to be taken to achieve the objectives set out in Article 2 shall include the following activities at Union, national, regional or local level linked to the objectives of the European Year:

Or. en

Amendment 145
Dominique Riquet

Proposal for a decision
Article 3 – paragraph 1 – point a

Text proposed by the Commission

Amendment

(a) initiatives and events to promote debate, raise awareness and facilitate citizens, businesses and public authorities' engagement to attract more people and goods to rail as a means to combat climate
change, through multiple channels and tools, including events in Member States; change, through multiple channels and tools, including events in Member States and their stations, which, as socio-cultural, multi-service, commercial and central administrative spaces, are focal points of the European Year of Rail;

Amendment 146
Izaskun Bilbao Barandica

Proposal for a decision
Article 3 – paragraph 1 – point a

Text proposed by the Commission

(a) initiatives and events to promote debate, raise awareness and facilitate citizens, businesses and public authorities' engagement to attract more people and goods to rail as a means to combat climate change, through multiple channels and tools, including events in Member States;

Amendment

(a) initiatives and events to ensure that Member states honour their commitments, promote debate, raise awareness and facilitate citizens, businesses, clusters, universities, technological institutes and public authorities' engagement to attract more people and goods to rail as a means to combat climate change, through multiple channels and tools, including events in Member States;

Or. fr

Amendment 147
Isabel García Muñoz

Proposal for a decision
Article 3 – paragraph 1 – point a

Text proposed by the Commission

(a) initiatives and events to promote debate, raise awareness and facilitate citizens, businesses and public authorities' engagement to attract more people and goods to rail as a means to combat climate change, through multiple channels and tools, including events in Member States;

Amendment

(a) initiatives and events to promote debate, raise awareness and facilitate citizens, businesses and public authorities' engagement to attract more people and goods to rail as a means to combat climate change, through multiple channels and tools, including events at national,

Or. es
regional and local level in Member States;

Amendment 148
Elżbieta Katarzyna Łukacijewska
Proposal for a decision
Article 3 – paragraph 1 – point a

Text proposed by the Commission

(a) initiatives and events to promote debate, raise awareness and facilitate citizens, businesses and public authorities' engagement to attract more people and goods to rail as a means to combat climate change, through multiple channels and tools, including events in Member States;

Amendment

(a) initiatives and events to promote debate, build a positive image, raise awareness and facilitate citizens, businesses and public authorities' engagement to attract more people and goods to rail as a means to combat climate change, through multiple channels and tools, including events in Member States;

Or. en

Amendment 149
Marco Campomenosi
Proposal for a decision
Article 3 – paragraph 1 – point a (new)

Text proposed by the Commission

(aa) strengthening passengers’ rights, and improving their awareness in order to make railway more attractive for daily trips as well as for long-distance and cross-border travels.

Amendment

Or. en

Amendment 150
Marco Campomenosi
Proposal for a decision

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Article 3 – paragraph 1 – point a b (new)

Text proposed by the Commission

Amendment

(ab) promoting universal access as laid down in Protocol 26 on SGI and its references to SGEI, guaranteeing appropriate access for all users throughout the territory (“territorial accessibility”), and taking into account all the conditions of access (waiting time, density of access points, infrastructure, etc.);

Or. en

Amendment 151
Marco Campomenosi

Proposal for a decision
Article 3 – paragraph 1 – point a c (new)

Text proposed by the Commission

Amendment

(ac) promoting and encouraging technological innovation in order to support the railways companies in implementing digital multi-modal tickets, improving competitiveness among different modes of transport and promoting at the same time a cooperative approach.

Or. en

Amendment 152
Dominique Riquet

Proposal for a decision
Article 3 – paragraph 1 – point b

Text proposed by the Commission

Amendment

(b) information, exhibitions, inspiration, education and awareness-
raising campaigns to encourage changes in passenger, consumer and business behaviour and to stimulate an active contribution of the general public to achieving the objectives of more sustainable transport;

raising campaigns as well as demonstration and information trains to encourage changes in passenger, consumer and business behaviour and to stimulate an active contribution of the general public to achieving the objectives of more sustainable transport;

Amendment 153
Dominique Riquet

Proposal for a decision
Article 3 – paragraph 1 – point b a (new)

Text proposed by the Commission

Amendment

(ba) highlighting the strong potential of rail in research and innovation, particularly in connection with hydrogen trains, autonomous trains, improvements in rolling stock performance and the sustainability of infrastructure;

Amendment 154
Ismail Ertug, Andris Ameriks, Isabel García Muñoz, István Ujhelyi, Vera Tax, Sara Cerdas, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar, Maria Grapini, Johan Danielsson

Proposal for a decision
Article 3 – paragraph 1 – point c

Text proposed by the Commission

Amendment

(c) sharing experience and good practices of national, regional and local authorities, civil society, business and schools on promoting the use of rail and on how to implement behavioural change at all levels;

(c) sharing experience and good practices of national, regional and local authorities, civil society, business, trade unions and schools on promoting the use of rail and public transport and on how to implement behavioural change at all levels;

Or. en
Amendment 155
Clare Daly, Mick Wallace, Leila Chaibi, Anne-Sophie Pelletier

Proposal for a decision
Article 3 – paragraph 1 – point c a (new)

Text proposed by the Commission

Amendment

(ca) promote and contribute to raise awareness towards rail as the preferred environmental friendly and inter-modal travel option, conveniently allowing for combination between sustainable modes of transport such as bicycling

Or. en

Amendment 156
Marco Campomenosi

Proposal for a decision
Article 3 – paragraph 1 – point d

Text proposed by the Commission

Amendment

(d) the undertaking of studies and innovative activities and the dissemination of their results on a European or national scale; and

(d) the undertaking of studies and innovative activities and the dissemination of their results on a European, national and regional scale; and

Or. en

Amendment 157
Andrey Novakov, Barbara Thaler

Proposal for a decision
Article 3 – paragraph 1 – point d a (new)

Text proposed by the Commission

Amendment

(da) identification of key projects and measures and promotion at different levels to help reach the objectives in the long term, such as a European joint effort
to encourage investment in rail motorways, terminals and rolling stock as an optimised modal shift option that will contribute to the decarbonisation of freight transport and the development of smart and sustainable mobility;

Or. en

Amendment 158
Barbara Thaler

Proposal for a decision
Article 3 – paragraph 1 – point d a (new)

Text proposed by the Commission

Amendment

(da) carrying out a study to examine the various forms of state aid for railway companies in the wake of COVID-19, with the aim of identifying potential distortion of competition between the various market participants

Or. de

Amendment 159
Barbara Thaler

Proposal for a decision
Article 3 – paragraph 1 – point d b (new)

Text proposed by the Commission

Amendment

(db) carrying out a study involving all railway companies in the Union, which identifies the 10 biggest obstacles to free and transparent competition in the European Year of Rail and which will subsequently be addressed by the EC by the end of 2022.

Or. de
Amendment 160
Dorien Rookmaker

Proposal for a decision
Article 3 – paragraph 1 – point e a (new)

Text proposed by the Commission

Amendment

(ea) the organisation of a European Commission and Council summit to decide on a consolidated plan and the projected development and construction of high-speed train connections between all major EU cities.

Or. nl

Amendment 161
Mario Furore, Laura Ferrara

Proposal for a decision
Article 3 – paragraph 1 – point e a (new)

Text proposed by the Commission

Amendment

(ea) the promotion of a study on under-used and/or abandoned rail routes in order to assess whether they could be modernised and renovated.

Or. it

Amendment 162
Dominique Riquet

Proposal for a decision
Article 3 – paragraph 1 – point e a (new)

Text proposed by the Commission

Amendment

(ea) implementation of the activities, partnerships and events set out in the annex of events and partnerships;

Or. fr
Amendment 163
Dominique Riquet

Proposal for a decision
Article 3 – paragraph 1 a (new)

Text proposed by the Commission

1a. The Commission shall establish a rail connectivity index to identify consistency, quality and diversity of offer and intermodal possibilities in the Single European Rail Area, with the aim of identifying areas where investment in rail infrastructure is particularly needed. The Commission shall inform Parliament and the Council of its plans by March 2022 at the latest.

Or. fr

Amendment 164
Johan Danielsson, Jörgen Warborn, Alviina Alametsä

Proposal for a decision
Article 3 – paragraph 1 a (new)

Text proposed by the Commission

1a. The Commission shall support the development of railways as a sustainable part of Union mobility policy by renewing efforts to complete the European Rail Traffic Management System (ERTMS) in respect of both on-board rolling stock and infrastructure, and to minimise noise, while ensuring the functioning of the internal market and maintaining or improving the high safety levels;

Or. en

Amendment 165
Anna Deparnay-Grunenberg

Proposal for a decision
Article 3 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. A collection of best practice examples to promote rail passenger transport and rail freight with special emphasis on network optimisation, services within an integrated timetable scheme, regional infrastructure expansion and promotion of freight transport away from the main corridors;

Or. en

Amendment 166
Ismail Ertug, Andris Ameriks, Isabel García Muñoz, István Ujhelyi, Vera Tax, Sara Cerdas, Marianne Vind, Inma Rodríguez-Piñero, Maria Grapini, Johan Danielsson

Proposal for a decision
Article 3 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. Encourage and promote initiatives in the public and private sector to promote and facilitate better business-travel patterns and commuting by rail;

Or. en

Amendment 167
Ismail Ertug, Andris Ameriks, Isabel García Muñoz, István Ujhelyi, Vera Tax, Sara Cerdas, Marianne Vind, Inma Rodríguez-Piñero, Maria Grapini, Johan Danielsson

Proposal for a decision
Article 3 – paragraph 1 b (new)

Text proposed by the Commission

Amendment

1b. Initiatives to simplify ticketing systems and carriage regulations;
Amendment 168
Anna Deparnay-Grunenberg

Proposal for a decision
Article 3 – paragraph 1 b (new)

Text proposed by the Commission

Amendment

1b. Initiatives to simplify and harmonise ticketing systems;

Amendment 169
Ismail Ertug, Andris Ameriks, Isabel García Muñoz, István Ujhelyi, Vera Tax, Sara Cerdas, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar, Maria Grapini, Johan Danielsson

Proposal for a decision
Article 3 – paragraph 1 c (new)

Text proposed by the Commission

Amendment

1c. Promote the attractiveness of the railway profession, promote equal pay at the same place, reconciliation of work and private life, career development, protection against abuse and fair conditions of service;

Amendment 170
Anna Deparnay-Grunenberg

Proposal for a decision
Article 3 – paragraph 1 c (new)

Text proposed by the Commission

Amendment

1c. Initiatives to strengthen feeder lines in order to improve end-to-end
Amendment 171
Ismail Ertug, Andris Ameriks, Isabel García Muñoz, István Ujhelyi, Vera Tax, Sara Cerdas, Marianne Vind, Inma Rodríguez-Piñero, Maria Grapini, Johan Danielsson

Proposal for a decision
Article 3 – paragraph 1 d (new)

Amendment
Id. Cooperation with European rail museums and existing cultural events such as film festivals and art exhibitions;

Amendment 172
Ismail Ertug, Andris Ameriks, Isabel García Muñoz, István Ujhelyi, Vera Tax, Sara Cerdas, Marianne Vind, Inma Rodríguez-Piñero, Josianne Cutajar, Maria Grapini, Johan Danielsson

Proposal for a decision
Article 3 – paragraph 1 e (new)

Amendment
1e. Campaigns to re-establish trust of citizens and passengers to use rail public passenger transport again.

Amendment 173
Isabel García Muñoz

Proposal for a decision
Article 3 – paragraph 2
2. The Union institutions and bodies, as well as the Member States, at Union and national level respectively, may refer to the European Year and make use of its visual identity in promoting the activities referred to in paragraph 1.

Amendment 174
Carles Puigdemont i Casamajó
Proposal for a decision
Article 3 – paragraph 2 a (new)

Text proposed by the Commission

2a. All the languages of the Union, also those that are official in regions of Member States but not of the Union, may be used to promote the objectives set in Article 2 and in the measures set in Article 3(1) of this Decision.

Amendment

The organisation of participation in the European Year at national level is a responsibility of the Member States. To that end, Member States shall appoint national coordinators. The national coordinators shall ensure the coordination of relevant activities at national level.

Amendment

Regions may collaborate in the organisation of participation at national level. The national coordinators may take into account the regions of their Member...
The organisation of participation in the European Year at national level is a responsibility of the Member States. To that end, Member States shall appoint national coordinators. The national coordinators shall ensure the coordination of relevant activities at national level, taking into account the role and position of regional authorities in individual EU countries in promoting rail services.

Justification

In order to ensure the effective implementation of the European Year of Rail in the Member States, regional authorities must be involved in this project and rail must be promoted not only at the central level, but also - and especially - at the regional level.

Member States, taking into account their political structure and the distribution of powers, shall appoint the relevant coordinators.
Amendment 178
Izaskun Bilbao Barandica

Proposal for a decision
Article 5 – paragraph 1

Text proposed by the Commission

1. The Commission shall regularly convene meetings of the national coordinators in order to coordinate the running of the European Year. Those meetings shall also serve as opportunities to exchange information regarding the implementation of the European Year at national and Union level; representatives of the European Parliament may participate in those meetings as observers.

Amendment

1. The Commission shall regularly convene meetings of the national coordinators in order to coordinate the running of the European Year. Those meetings shall also serve as opportunities to exchange information regarding the implementation of the European Year at regional, national and Union level; representatives of the European Parliament may participate in those meetings as observers.

Or. es

Amendment 179
Marian-Jean Marinescu

Proposal for a decision
Article 5 – paragraph 2

Text proposed by the Commission

2. The coordination of the European Year at Union level shall have a transversal approach with a view to creating synergies between the various Union programmes and initiatives that fund projects in the field of rail transport or that have a rail dimension.

Amendment

2. The coordination of the European Year at Union level shall have a transversal approach with a view to creating synergies between the various Union programmes and Union Agencies including interoperability with other means of transportation like air transport (airports) and initiatives that fund projects in the field of rail transport or that have a rail dimension.

Or. en
Amendment 180
Brice Hortefeux

Proposal for a decision
Article 5 – paragraph 3 – subparagraph 1

Text proposed by the Commission
The Commission shall convene regular meetings of stakeholders and representatives of organisations or bodies active in the field of rail transport, including existing transnational networks and relevant NGOs, as well as of youth organisations and communities, to assist it in implementing the European Year at Union level.

Amendment
The Commission shall convene regular meetings of stakeholders and representatives of organisations or bodies active in the field of rail transport. It shall ensure that this participation is as balanced as possible, including rail transport incumbents as well as new entrants. It shall also include existing transnational networks and relevant NGOs as well as of youth organisations and communities representing people with disabilities and reduced mobility to assist it in implementing the European Year at Union level.

Or. fr

Amendment 181
Izaskun Bilbao Barandica

Proposal for a decision
Article 5 – paragraph 3 – subparagraph 1

Text proposed by the Commission
The Commission shall convene regular meetings of stakeholders and representatives of organisations or bodies active in the field of rail transport, including existing transnational networks and relevant NGOs, as well as of youth organisations and communities, to assist it in implementing the European Year at Union level.

Amendment
The Commission shall convene regular meetings of stakeholders and representatives of organisations or bodies active in the field of rail transport, including existing transnational networks, the relevant NGOs, clusters, universities and technological institutes as well as of youth organisations and communities, to assist it in implementing the European Year at Union level.

Or. es
Amendment 182
Carles Puigdemont i Casamajó

Proposal for a decision
Article 5 – paragraph 3 – subparagraph 1

Text proposed by the Commission

The Commission shall convene regular meetings of stakeholders and representatives of organisations or bodies active in the field of rail transport, including existing transnational networks and relevant NGOs, as well as of youth organisations and communities, to assist it in implementing the European Year at Union level.

Amendment

The Commission shall convene, in different cities of the Union, regular meetings of stakeholders and representatives of organisations or bodies active in the field of rail transport, including existing transnational networks and relevant NGOs, as well as of youth organisations and communities, to assist it in implementing the European Year at Union level.

Or. en

Amendment 183
Barbara Thaler

Proposal for a decision
Article 5 – paragraph 3 – subparagraph 1

Text proposed by the Commission

The Commission shall convene regular meetings of stakeholders and representatives of organisations or bodies active in the field of rail transport, including existing transnational networks and relevant NGOs, as well as of youth organisations and communities, to assist it in implementing the European Year at Union level.

Amendment

The Commission shall convene regular meetings of representatives of all railway undertakings and infrastructure managers, stakeholders and representatives of organisations or bodies active in the field of rail transport to assist it in implementing the European Year at Union level.

Or. de

Amendment 184
Ismail Ertug, Andris Ameriks, Isabel García Muñoz, István Ujhelyi, Vera Tax, Sara
Cerdas, Marianne Vind, Inma Rodríguez-Piñero, Maria Grapini, Johan Danielsson

Proposal for a decision
Article 5 – paragraph 3 – subparagraph 1

Text proposed by the Commission
The Commission shall convene regular meetings of stakeholders and representatives of organisations or bodies active in the field of rail transport, including existing transnational networks and relevant NGOs, as well as of youth organisations and communities, to assist it in implementing the European Year at Union level.

Amendment
The Commission shall convene regular meetings of stakeholders, social partners and representatives of organisations or bodies active in the field of rail transport, including existing transnational networks and relevant NGOs, as well as of youth organisations and communities, to assist it in implementing the European Year at Union level.

Amendment 185
Anna Deparnay-Grunenberg, Dominique Riquet, Tomasz Piotr Poręba, Ismail Ertug

Proposal for a decision
Article 6 a (new)

Text proposed by the Commission

Amendment

Article 6a
Budget
The financial envelope for the implementation of this Decision for the period from 1 January 2020 to 31 December 2022 shall be EUR 16 million. The annual appropriations shall be authorised by the European Parliament and the Council within the limits of the multiannual financial framework.

Amendment 186
Julie Lechanteux, Philippe Olivier

Proposal for a decision
Article 7 – paragraph 1

Text proposed by the Commission

By 31 December 2022, the Commission shall submit a report to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions on the implementation, results and overall assessment of the initiatives provided for in this Decision.

Amendment

By 31 December 2022, the Commission shall submit a report to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions on the implementation, results and overall assessment of the initiatives provided for in this Decision; the overall assessment must also take into account the economic and safety consequences of opening up the rail services market to competition, the operating costs per kilometre, the increase in fares and the abandonment of secondary lines which, in some areas, forces users to use their cars.

Or. fr

Justification

The overall assessment should provide precise economic data on changes in the rail transport market. It is a market that is destined to undergo profound upheaval with the liberalisation of the sector and the opening up to competition, which will not be without impact for users.

Amendment 187
Brice Hortefeux

Proposal for a decision
Article 7 – paragraph 1

Text proposed by the Commission

By 31 December 2022, the Commission shall submit a report to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions on the implementation, results and overall assessment of the initiatives provided for in this Decision.

Amendment

By 31 December 2022, the Commission shall submit a report to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions on the implementation, results and overall assessment of the initiatives provided for in this Decision. That assessment shall take into account any temporary difficulties resulting from the Covid-19 crisis.
Proposal for a decision
Article 8 a (new)

Text proposed by the Commission

Amendment

Article 8a

Annex of events and partnerships (new)

Partnerships shall support a range of activities to give effect to the European Year of Rail through events intended for citizens. This annex sets out a minimum list of events to be carried out during the European Year of Rail, supported by various partnerships according to their scope. The list is not exhaustive.

The following partnerships, events or activities must be organised during the European Year:

- Partnerships with film festivals throughout Europe to highlight the prominent place of rail in cinema production;
- Partnership with the European Union Agency for Railways to emphasise:
  • The performance of the sector in Europe;
  • The know-how of actors in the sector, in particular of rail workers;
  • The advantages of rail in terms of safety and environmental protection;
  • Career opportunities for pupils, students and apprentices;
- Mobilising railway museums to relay the messages of the European Year;
- Mobile exhibition trains in the Union to highlight the attractiveness and the education of the messages of the
European Year;
- Providing Inter-rail passes for young people in connection with Erasmus studies or competitions to extend the reach of the European Year;
- Exploiting the potential of stations as places of art, urban meeting places and economic, cultural and civic hubs.

(This is not an amendment to Article 8 a (new). This is a new Annex.)

Or. fr

Justification

This is not an amendment to Article 8 a (new). This is a new Annex.